

In the Specification:

Please delete the heading at page 1, lines 1 to 2.

Please add a new heading at page 1, above line 3, as follows:

TITLE OF THE INVENTION

Please add a new heading at page 1, above line 6, as follows:

FIELD OF THE INVENTION

Please add a new heading at page 1, above line 9, as follows:

BACKGROUND INFORMATION

Please add a new heading at page 1, above line 16, as follows:

SUMMARY OF THE INVENTION

Please replace the paragraph at page 1, lines 16 to 19, with a replacement paragraph amended as follows:

It is therefore the object of the invention to provide a wing, especially a carrying wing or lifting wing of an aircraft, with a changeable profile, which is as optimal as possible with respect to aerodynamics and load distribution.

Please replace the paragraph at page 1, lines 21 to 24, with a replacement paragraph amended as follows:

Preferably, the wing with changeable profile shall be suitable for optimizing the lift distribution (trimming), but also for the roll control, and in the latter case, shall thus replace conventional ailerons.

Please delete the paragraph at page 1, lines 26 to 27.

Please add a new paragraph at page 1, following line 27 as follows:

The above object has been achieved according to the invention in a wing with a changeable wing profile, the wing comprising a leading edge region and a trailing edge region opposite one another with respect to a wing chord direction, a first cover skin and a second cover skin spaced apart from one another by spars therebetween, a wing tip region at an end of the wing with respect to a wingspan direction, and a flexible region by which the wing tip region is connected with a remainder of the wing and by which the wing profile of the flexible region is adjustable in a direction that includes both a first component in the wing chord direction and a second component in the wingspan direction, characterized in that the flexible region comprises several longitudinally extending torsion boxes that are arranged next to one another and that are each respectively formed of the first cover skin, the second

cover skin and at least one of the spars, and further comprising an adjusting mechanism adapted to change a shape of the torsion boxes and therewith of the wing profile in response to a corresponding control signal, wherein the wing tip region comprises an end piece arranged and adapted to permit a compensation of a mutual relative sliding displacement of the first cover skin relative to the second cover skin with a change of a curvature or camber of the flexible region due to the change of the shape of the torsion boxes.

Please delete the paragraph at page 2, line 1.

Please add a new heading at page 2, above line 3, as follows:

BRIEF DESCRIPTION OF THE DRAWINGS

Please add a new heading at page 3, above line 23, as follows:

DETAILED DESCRIPTION OF EXAMPLE EMBODIMENTS OF THE INVENTION

Please replace the paragraph at page 4, lines 8 to 17, with a replacement paragraph amended as follows:

The wing tip region 14 is connected with the rest of the wing 1 via a flexible region 15, and is adjustable in a direction that includes both a component in the wing chord direction 5 as well as a component in the wingspan direction 10. As can be seen in [[the]] Fig. 1, the flexible region 15 extends obliquely relative to the wing

chord direction 5 from the leading edge region 11 to the trailing edge region 12 of the wing 1, and is arranged essentially perpendicularly to the leading edge region 11, which exhibits a marked positive sweepback angle relative to the wing chord direction 5.

Please replace the paragraph at page 6 line 15 to page 7 line 5, with a replacement paragraph amended as follows:

As can be seen from Fig. 4, each vertebra body 61 in a cross-section has an essentially triangular basic shape, whereby the upper side of the triangle extends essentially parallel to the first upper cover skin 55a and forms the transmission element 64, and the bottom corner or peak of the triangle forms the connection location 63 coupled with the drive chord or line 62a. Thus, a change of the length of the drive line 62a leads to a rotation or twisting of the vertebra body 61 in the sense of a change of the (cross-sectional) shape of the torsion boxes 53, and thus to a change of the wing profile, as is desired. The cooperation of the vertebra bodies 61 and of the drive lines 62a leads to a change of the curvature of the adjusting mechanism 60 formed thereby, as is similar to the change of the curvature in the spinal column of a mammal, for which reason the term "vertebra body" or "vertebra" is used for the components used with the reference number 61. For the purpose of a further disclosure of the basic principle underlying the adjusting mechanism 60, reference is made to the earlier German Patent Application

DE 10055961.1-22, internal file reference P609783SE. also
see the related EP 1,205,383 and US 6,644,599.

Please replace the paragraph at page 10, lines 23 to 24, with a replacement paragraph amended as follows:

As shown by Fig. 8, the drive line 162a is coupled via an elastic band 164 (forming a transmission region) with the connection region 163 of the box elements 154.

[RESPONSE CONTINUES ON NEXT PAGE]